

(Announcement In The Norwich Bulletin, October 8, 1920)

ANNOUNCEMENT

Owing to circumstances beyond our control and for which we are in no way responsible, we have discontinued our agency for Buick Cars in the towns of Putnam, Killingly, Pomfret, Thompson, Woodstock, Brooklyn, Plainfield, Sterling.

We desire that this fact should be known to the automobile-buying public, whose confidence we feel we have earned and which we think has been expressed by the large volume of business given us.

Our policy has been a square deal for everyone, and in this we have our reward.

In continuing this policy of irreproachable dealing with the public and in rendering high-grade service to motorists we wish to announce that in the future, as in the past, we shall be in a position to render to our clients Buick up-keep service at our station in Putnam.

We feel obliged to render this up-keep service for the convenience and satisfaction of the large number of persons who have purchased cars from us.

Within a very short time, we shall announce our new line of high-grade motor cars.

Herewith, we wish to express our appreciation of the confidence that has been shown to us by the motor-buying public in this territory.

THE PUTNAM BUICK COMPANY
PUTNAM, CONN.

Putnam Motor Mart, Inc.

Formerly Putnam Buick Co. and Pepin's Garage

It gives us pleasure to announce the result of our investigation and the final selection of a product which we can offer with confidence to our numerous customers and to the automobile buying public at large--

STUDEBAKER

The Studebaker Corporation of America is the world's largest independent automobile manufacturer, and a consistent leader in all developments of the automobile for the benefit of the user. Among its contributions in improved quality, better performance and greater value, may be mentioned:

- first to make extensive use of pressed steel.
- first to make six-cylinder motors in a single casting, or en bloc.
- first to produce a car with crown fenders.
- first to sell a six-cylinder car for less than \$2,000.
- first to produce a seven-passenger, four-cylinder, 40 h. p. car selling for less than \$1,000.
- first to produce a 50 h. p. car selling for less than \$2,000.
- first to use plate-glass windows in top as standard equipment.
- first to use cord tires as standard equipment on a car selling for less than \$2,000.

Studebaker's reputation precludes the building of cheap cars or the making of substitutions to lower costs, and, therefore, these cars contain none but the finest materials, including the best-known grades of steel, leather, upholstery, finishing paints, tires and accessories.

We, as individuals, have our Ideals—in all things which are the creation of man—Our choice of today is a step forward over the products which it was our privilege and pleasure to offer in the past. We submit for your approval the comparison and invite your careful consideration.

PRESENT IDEALS PAST

- 1—Price \$1,750, f. o. b. factory.
- 2—Cord Tires.
- 3—Head lamps adjustable.
- 4—Radiator mounted on cross frame member to absorb twists and shocks of road.
- 5—Heavy Crown fenders.
- 6—Oil cups on spring shackle bolts.
- 7—Timken roller bearings in wheels.
- 8—Three hood locks on each side of hood.
- 9—Large, loud sounding horn.
- 10—Front fenders flanged on running boards.
- 11—Heavy windshield posts and frame.
- 12—Nickel plated wing nuts on top of windshield posts.
- 13—Two side or cowl lamps.
- 14—Large steering wheel with polished aluminum spider.
- 15—Running boards entirely bound with aluminum mouldings.
- 16—Front doors open from cowl with ventilator attachments.
- 17—Lock on floor boards to prevent rattling.
- 18—Metal of cowl bent around front door post making neat finish. Cowl fully trimmed on inside.
- 19—The modern, well designed cowl over back of front seat is made from one sheet of metal which also forms the side panels between front and rear doors. This ties the sides of body together in center making very rigid body.
- 20—Deep soft cushions—Front cushion 9-1/2 inches deep—Rear cushion 9-1/2 inches deep.
- 21—Front and rear doors trimmed with high quality imitation leather—no rough edges, large pocket flaps with weights.
- 22—Front seat 45 inches wide.
- 23—23-1/2 inches from dash to front of driver's seat.
- 24—Ignition lock and thief-proof built-in transmission lock.
- 25—Easy-operating inside door handles.
- 26—Heavy nickel plated robe rail, extending full width of back of front seat.
- 27—Tonneau light with extension cord.
- 28—High quality carpet-covered foot-rest, with aluminum brackets.
- 29—High grade, closely woven carpet on floor of tonneau.
- 30—26 inches from back of front seat to front of rear seat.
- 31—High grade heavy top and curtain material.
- 32—Top strongly made with supporting cross straps and inside of pads on side quarters, lined with heavy material.
- 33—Five bows in top making very rigid top (See difference by pulling down at rear end of front bow socket).
- 34—Rear curtain—1 piece.
- 35—Bevel French plate glass windows in nickel frame, inside and outside in back curtain.
- 36—Top boot and top irons furnished.
- 37—Rebound straps on rear axle.
- 38—Gasoline tank filler spout, in an accessible position, strainer in spout, cap nickel plated.
- 39—Size of motor 3-1/2x5
- 40—N. A. C. C. Horsepower rating—29.4.
- 41—Timken roller bearings in transmission.
- 42—15-inch brake drums.
- 43—Threaded rubber separator storage battery.
- 44—Large vacuum tank.
- 45—Semi-elliptic springs in rear.
- 46—Hotchkiss drive.
- 47—No radius rods to become loose and rattle.
- 48—Wheel base 119 inches.
- 49—Steering gear—worm and sector.

- 1—Price \$1,785, f. o. b. factory.
- 2—Fabric tires.
- 3—Head lamps, not adjustable.
- 4—Radiator supported by light pressed steel brackets on side frame members.
- 5—Flat fenders.
- 6—Grease cups.
- 7—Ball bearings in wheels.
- 8—Two locks only on each side of hood and smaller.
- 9—Small, weak sounding horn.
- 10—Front fenders bolted to top of running boards.
- 11—Lighter windshield posts and frame.
- 12—Plain lock nuts that must be turned with wrench to let top down.
- 13—No side or cowl lamps.
- 14—Smaller steering wheel with black painted steel spider.
- 15—Aluminum moldings on one side only of running boards.
- 16—Front doors open opposite—no ventilator attachments.
- 17—No lock on floor boards.
- 18—Metal of cowl exposed on front door posts, showing raw edges and nails. Inside of cowl not trimmed.
- 19—No cowl over back of front seat (To know what this means in body construction, open all four doors, then place your weight on either rear door and see center side panel spring out of shape).
- 20—Front cushion 7-1/2 inches deep—Rear cushion 7-1/2 inches deep.
- 21—Doors trimmed with leatherette cardboard—small pocket flaps without weights.
- 22—Front seat 42 inches wide.
- 23—24 inches from dash to front of driver's seat.
- 24—Ignition lock only.
- 25—Old style inside door handles.
- 26—Small, short robe rail, partly nicked, partly black enameled.
- 27—No tonneau light.
- 28—Carpet-covered foot rest of lesser quality with only steel stamped brackets.
- 29—Poorer grade of carpet.
- 30—26-1/2 inches from back of front seat to front of rear seat.
- 31—Light-weight rubberized top and curtain material.
- 32—No cross straps in top—pads lined with material resembling cheese cloth.
- 33—Only four bows in top.
- 34—Rear curtain—3 pieces.
- 35—Plain plate glass—nickel frame outside only in back curtain.
- 36—No top boot nor top irons supplied.
- 37—No rebound straps.
- 38—Gasoline tank filler spout is not so accessible, no strainer, cap is cast iron.
- 39—Size of motor 3-3/8x4-1/2.
- 40—N. A. C. C. Horsepower rating—27.34.
- 41—Ball bearings in transmission.
- 42—12-inch brake drums.
- 43—Wood separator storage battery.
- 44—Small vacuum tank.
- 45—Cantilever springs in rear.
- 46—Old style drive through tube.
- 47—Radius rods.
- 48—Wheel base 118 inches.
- 49—Steering gear—screw and nut.

One of the basic policies of this company will be to render prompt and high-grade service after sales to the past, present and future owners, so that each owner will be assured of the uninterrupted use of his investment.

PUTNAM MOTOR MART, INC.
PUTNAM, CONN.

Union Square—Former Home of the Putnam Buick Company

STUDEBAKER PRICES ARE BACK TO NORMAL

LIGHT-SIX Touring Car	\$1485
LIGHT-SIX Landau Roadster	\$1850
LIGHT-SIX Sedan	\$2450
SPECIAL-SIX Touring Car	\$1750
SPECIAL-SIX Four-Passenger Roadster	\$1750
SPECIAL-SIX Two-Passenger Roadster	\$1750
SPECIAL-SIX Coupe	\$2650
SPECIAL-SIX Sedan	\$2750
BIG-SIX Touring Car	\$2150

Prices F. O. B. Detroit.

ALL MODELS FOR IMMEDIATE DELIVERY.